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ST. JOHN'S, NFLD., FALL, 1962

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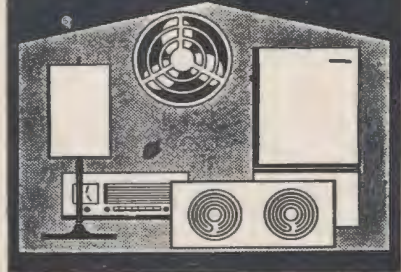
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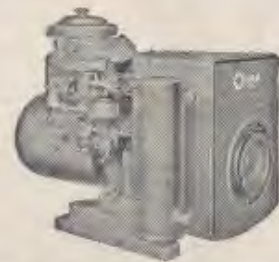
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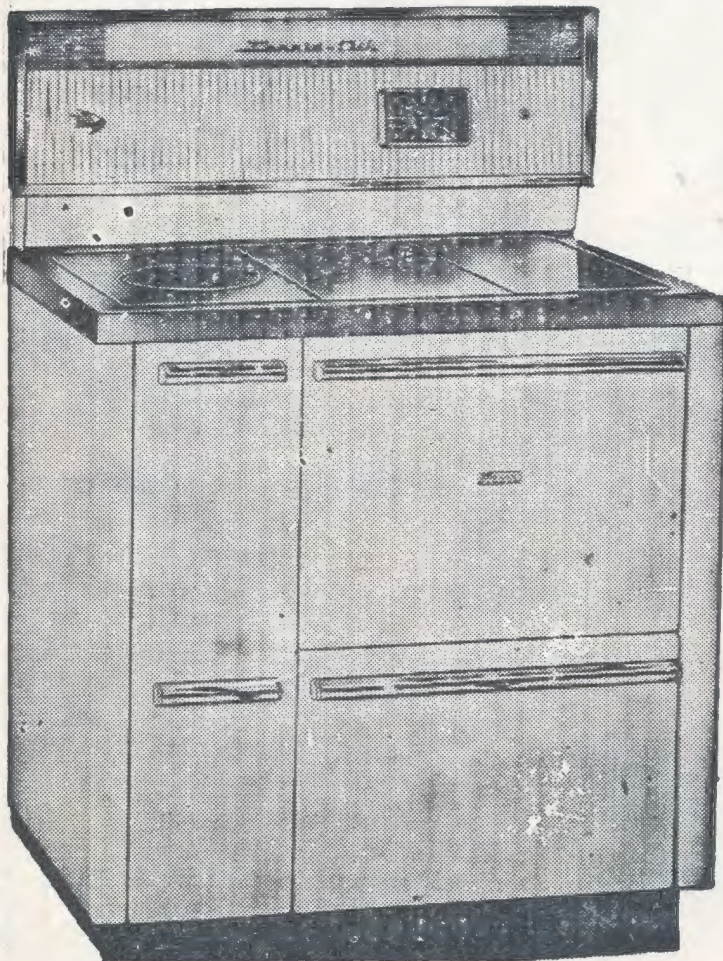
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THE NEWFOUNDLAND QUARTERLY

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VOL. LXI

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ST. JOHN'S, NFLD., FALL, 1962

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EXTRACTS FROM THE DIARY OF SIR JOSEPH BANKS, 1766

Being a journal of a voyage to Newfoundland & Labrador commencing April the seventh and ending November the seventeenth, 1766.

The early part of the diary consists largely of his voyage to Newfoundland and the flora & fauna he discovered at the several harbours visited. It was not until July that he enlarged upon his discoveries and described in detail much of the way of life of the people, etc.—Editor.

July 21st, 1766:

This morn proving clear we ran across Canada Bay to a small harbour called Wild Cove where lay two French ships. It seemed perfectly commodious for large ships and sheltered from seas and winds but the ground very foul as the Frenchmen had buoy'd their anchors with barrels. It rained the whole time we stayed here which made it impossible for me to collect anything. Indeed the country bore much the appearance of Inglie. From hence we went to Canada Harbour where were several French ships, but the harbour more exposed and the ground as foul as in the last. The reason of their chosing this rather than Wild Cove is its situation nearer the mouth of the bay which saves much time to their Batteaux when the fish are on the outside of the bay. From hence we went to Hiliard's Arm, a very exposed harbour, where some French fished. Walking just above the harbour I found a most elegant plant with red flowers. Here we slept tonight.

JULY 22nd—The next morn early set out for Conche with the wind directly in our teeth. Here we found a bad harbour exposed to both sea and winds. Only one Englishman and three or four French were fishing here. The Englishman complained grievously of the French hindering him from taking bait by denying him his proper turn with the seine while they were fishing and mooring bait boats on the ground where the fish were usually caught. He told us that if proper precautions were not taken, mischief would certainly ensue, as the French set out arms, allowing two musquets to each bait boat. We had intelligence during this voyage that the French carried on an illicit trade with the Esquimaux Indians tho' probably not countenanced by government as one ship only had been seen engaged in it. Precautions will be taken this fall to find what ship it is if she ventures to attempt it again. This night at 3 o'clock we came to the ship, very compleatly tired, as we had not pulled off our cloaths since we came out nor lodged anywhere but in the aft cuddy of our boat.

AUGUST 2nd & 3rd—Interrupted by very frequent expeditions of this sort in which as I could not carry any book without submitting it to the inspection of every petty officer who chose to peruse it. I was contented with notes taken on small pieces of paper which as I was pretty sufficiently employed in examining my books. What I got in my expeditions whenever I was aboard the ship I never copied into this book. I laid it aside till July when I was completely hindered from making use of it by a fever which to my great misfortune confined me the greatest part of that month to the ship, incapable of collecting plants at the very season of the year when they are the most plentiful. Some few indeed I got by the diligence of my servant who I sent often out to bring home any thing he thought I had not got. He also shot several birds for me but my situation far too weak and dispirited by my illness to examine systematically any thing that was brought has made my bird tub a chaos of which I can not give so good an account as I could wish and has left many blanks in my plants I fear I must trouble my good friends in England to fill up.

As soon as my health was sufficiently established to be allowed to go on shore, I employed my time in collecting insects and the remainder of the plants which ought to have been collected through the month of July and insects tho' I was baffled by every butterfly who chose to fly away for some time till my strength returned and which it did in an uncommonly short time and I thought myself able to take another boat expedition to the Island of Bellisle de Grois for which place I set out about the 1st or 2nd of this month and was repayed for my trouble by the acquisition of several valuable plants and the sight of a wild bear who was seen about four miles above Conche, into which harbour we were forced by contrary winds.

AUGUST 6th to 9th—But successful as this expedition was in itself, in its consequence it was much the contrary as several plants were left at Croque, some not in perfect order for drying. Others which as I could every day procure were left for the present least they should take up time better employed in visiting places I had not seen since my illness. Upon my arrival at Croque, I found the ship under orders to sail without delay for Chatteaux Bay which the next morning August 6th she did and met with as strong a gale of wind as she could have feared had she sailed at the worst time of the year which however she weathered it not extremely well and on the 9th

(Continued on next page)

THE DIARY OF SIR JOSEPH BANKS (Continued)

arrived at Chateaux where she found the Zephyr Captain Oxyny and the Wells Cutter Captain Lawson which last she had sent from Croque before her.

In this trip, I for the first time experienced the happiness of escaping entirely the sea sickness which had so much harrassed me always before in the least degree of rough weather which I attributed in great measure to my having been so much at sea in boats which by being much more uneasy than the ship made me less sensible of her motion.

Here we have remained ever since the ship's company employed in assisting in the building of a block-house in which a lieutenant and twenty men are to be left in the winter to defend the winterers and protect the fishery for the future from the Indians.

The country about this place tho' much more barren is far more agreeable than Croque. Here you may walk for miles over barren rocks without being interrupted by a bush or a tree. When there you could not go as many yards without being entangled in the brush wood. It abounds also in game. Partridges of 2 sorts, ducks, teal in great abundance. But particularly at this season with a bird of passage called here a curlew from his great likeness to the smaller sort of that bird found in England. Their chief food is berries which are here in great abundance, of several sorts with which they make themselves very near as fat and I think (tho' prejudiced) almost as good as our Lincolnshire Ruff and Rene. I have not yet been able to trace their course but find that by the latter end of September, they arrive at Trinity Bay after having coasted so far along the Island of Newfoundland in vast abundance where they proceed to from thence, or when they return I cannot learn. I have heard but not from any certain authority that they go to the vast Lakes at the head of the River St. Lawrence. This is all the account I have yet been able to learn of them. Probably, in the southern parts of the island more may be learnt. If it is, it shall be inserted by and by.

About a week after the curlews, the Green Plover made its appearance tho' in not near so great abundance feeding like him upon berries.

Chateaux Bay where we now lie was called so by the French when they were in possession of this coast from two remarkable rocks both situated on islands in the mouth of the harbour which at a distance as you come into the harbour appear not unlike castles. I have yet been upon one of them, the largest, tho' I believe not the highest of the two. It is situated in the middle of an island, called Castle Island out of which it at once rises, perpendicular in some places to the height (as I guessed by my eye) of 100 feet in some places. Indeed there are ascents to it by climbing among loose stones. The top is pretty near a plain covered in many parts with loose stones and those small seldom larger than two fists. Its length may be about a furlong or rather more. Its breadth not quite half as much. In walking upon the side of it, near to the sea, I picked up the horn of one of the Country deer, shed probably on the spot, as they are remarkable for swimming from the main to islands, sometimes to those that are far out at sea. Just opposite to Henley Island and very near it, is a small

flat island, called Esquimeaux Island where last year in digging, an extraordinary discovery was made of a quantity of whalebone. Carefully and regularly buried upon tiles and so large that I have been told by those who saw it that at one time as much was dug, as had it been sound, would have been worth 20,000 pounds. It is by age so totally decayed that it is scarce distinguishable from birch bark which indeed it has much more the appearance of, than the whalebone, dividing itself easily into laminae as thin. Almost as you split it with the edge of a knife and the outside parts being exactly of the colour of decayed birch bark. It is supposed to be left here by the Danes who in their return from Gronland South, about touched upon this coast and left several whaling crews, tempted no doubt by the large quantity of whales which pass every year through the straits of Bell Isle into the Gulf of St. Lawrence. Here we are to suppose that the fortunate crew who had taken this immense quantity of bone fixed their habitation upon this island till the ship should return as usual. Where upon an attack of the Inland Indians, they buried their bone for the greater security and more probably were cut off to a man so that their treasure remained unfound till chance directed us to them in their present decayed state.

Since the ship has layed here, we have made two or three boat expeditions but not of much consequence, as we never laid from the ship one night. In one of them we landed on the outermost of the St. Peters Islands, in hopes of young birds or eggs. In both which indeed we were disappointed but found the island in a manner covered with Scurvy-grass which may be worth notice as it is extremely scarce everywhere else upon the coast where I have yet been. In another we landed in St. Peter's Bay when we found the wreck of a birch bark canoe, a sign probably that some of the inland Indians live not very far from thence tho' as yet we know nothing of them.

This subject leads me to say something (tho' I have as yet been able to learn very little about them) of the Indians that inhabit the interior parts of Newfoundland and are supposed to be the original inhabitants of that country; they are in general thought to be very few as I have been told not exceeding 500 in number but why that should be imagined I cannot tell as we know nothing at all of the interior parts of the island nor ever had the least connexion with them tho' the French we are told had.

The only part of the island that I have heard of their inhabiting is in the neighbourhood of Fogo where they are said to be as near the coast as 4 miles. Our people who fish in those parts live in a continual state of warfare with them, firing at them whenever they meet with them and if they chance to find their houses or wigwams, as they call them, plundering them immediately tho' a bow and arrows and what they called their pudding is generally the whole of their furniture.

They in return look upon us in exactly the same light as we do them, killing our people whenever they get the advantage of them and stealing or destroying their nets wheresoever they find them.

The pudding which I mentioned in the last paragraph is, our people say, always found in their huts,

made of eggs and deers hair, to make it hang (words missing) put hair into our mortar and bake it in the sun. Our people believe is to be part of their food but do not seem certain whether it is intended for that or any other use. They are said to fetch eggs for this composition as far as Funk or Penguin Island, ten leagues from the nearest land.

They are extremely dextrous in the use of their bows and arrows and will, when pressed by an enemy, take 4 arrows, 3 between the fingers of their left hand with which they hold the bow and the fourth notched in the string and discharge them as quick as they can draw the bow and with great certainty.

Their canoes by the gentlemen's account from whom I have all this, are made like the Canadians, of Birch Bark sewed together with deers sinews or some other material but differ from the Canadians essentially in that they are made to shut up by the sides closing together for the convenient carriage of them through the woods which they are obliged to do on account of the many lakes that abound all over the island.

Their method of scalping too is very different from the Canadian. They not being content with the hair, but skinning the whole face, at least as far as the upper lip.

I have a scalp of this kind which was taken from one Sam Frye, a fisherman who they shot in the water as he attempted to swim off to his ship from them. They kept this scalp a year, but the features were so well preserved that when upon a party of them being pursued the next summer they dropped it, it was im-

mediately known to be the scalp of the identical Sam Frye who was killed the year before.

So much for the Indians if half of what I have wrote about them is true it is more than I expect, tho' I have not least reason to think but that the man who told it to me believed it and had heard it all from his own people and those of the neighbouring planters and fishermen.

It is time that I should give some account of the fishery. Both French and English. As they differ much in their methods of fishing and have each their different merits. The Englishman indeed has the advantage as he catches considerably a larger quantity of fish and his fish fetch more money at foreign markets as being better cured.

First then of the English method. They use boats almost twice as large as the French, some of them being 40 feet in the keel. They are called here shallop rigged with a main mast and foremast and lugsails, furnished also with oars, 3 of which row on one side and the other which is twice as long as any of the rest, belays as they call it, the other three by being rowed sideways over the stern by a man who stands up for that purpose with his face towards the rowers, counteracting them and steering at the same time as he gives way to the boat.

Each of the men in this boat is furnished with two lines, one at each side of the boat, each of which lines are furnished with two hooks so here are 16 hooks constantly employed which are thought to make a
(Continued on page 6)

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tolerably good day's work if they bring in from 5 to ten quintals of fish tho' they have storage for and sometimes bring in as far as 30. Two hundred quintals a boat is called a saving voyage but not under. Their bait are small fish of all kinds when they can get them: herring, capeline, lance, tom cod or young cod. The first of which they salt and keep for some time in case of scarcity of the rest; but they are not near so well taken by the fish when salted as when they are fresh. When small fish is not to be got as in some situations it cannot, they use sea birds which are easily taken in vast numbers by laying nets over the holes in the rocks where they make their nests and roost in the night. When neither small fish or birds are to be come at, they are forced to use the (word?) of the fish they catch which the worst bait of any, they will make a shift to take fish with.

When the fish are caught, they are carried to the stage which is built with one end hanging over the water for the sake of throwing away the offals into the sea and of their boats being able to come close to them and discharging their fish with as little trouble as possible. As soon as they come upon the stage, they are handed by a boy to the header who stands on the side of the table nearest to the water and whose business it is to gut the fish and cut off its head which he does by pressing the back of the head with both hands against the side of the table made sharp for the purpose. When both head and guts fall through a hole in the floor into the water. He then shoves the fish to the splitter who stands opposite to him. His business is to split the fish, beginning at the head and opening it down to the tail. At the next cut, he takes out the larger part of the back-bone which falls through the floor into the water. He then shoves the fish off the table which falls into a kind of hand barrow set there to receive it which as soon as it is full is wheeled off to the salt pile by an other hand (I had almost forgot a part of the header's business which is to separate the liver which he throws into a separate basket, for the making of Train Oyl which is the oyl used by curriers and bears a much higher price than the whale oyls). In the salt pile, the fish are placed, spread open one upon another and between each layer of fish, a layer of salt is thrown. Here they remain an uncertain time till they have taken

salt. They are then carried from thence and the salt washed out of them in sea water, by towing them off from shore in a kind of float made for that purpose called by them a pound. As soon as this is completed, they are carried to the last operation of drying them which the English do upon standing flakes, made by a slight wattle just strong enough to support the men who lay the fish, supported upon poles in some places as high as twenty feet from the ground. Here they are exposed with the open side to the sun and every (or when it is bad weather) night piled up five or 6 on a heap with a large one (his back or skinny part) uppermost to be a shelter to the rest from rain, which hardly damages him through his skin as he nests slanting each way to shoot off the rain. When it is dry (which is in about a week's time in good weather) it is done with and ready for the Mediterranean trade where it fetches a good price. (I had almost forgot that when the fish are tolerably dry, they put them in round piles of 8 or ten quintals each, covering them on the top with bark. In these piles they remain 3 or 4 days or a week to sweat. After which they are again spread & when dry put up in larger heaps, covered with canvass and left till they are put on board). But it is not esteemed in England for which place they prepare another kind of fish cured wet and called by them mud fish which instead of being split quite open as their dry fish are only open down to the navel. They are salted and lie in salt & the salt is washed out of them in the same manner as the others but instead of being laid out to dry, they are barrelled up in a pickle of salt, boiled in water. Lastly let us remember their train oyl for by that name they distinguish it from whale or seal oyls which they call fat oyles which is sold at a lower price (being only used for the lighting of lamps), than the train oyl which is used by the curriers. They make it thus. They take a half tub and boring a hole through the bottom, press hard down into it a layer of spruce boughs upon which they lay the livers and place the whole apparatus in as sunny a place as possible. As the livers corrupt, the oyl runs from them and straining itself clear through the spruce boughs is caught by a vessel set under the hole, in the tub's bottom.

So much for the English fishery.

(To be continued)

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Story of the Bruce

By W. L. CHIRGWIN



Bruce I arriving North Sydney Harbour, 1898

(Photo Nfld. Archives)

The first boat to carry passengers, mail and freight, under contract, between Port aux Basques and North Sydney was the SS Bruce I, built in England in 1897 by A. and G. Inglis, Glasgow, Scotland. The Bruce carried some sail besides steam—note the two jibs.

R. G. Reid was the owner and operator of several coastal steamers at that time.

The Bruce arrived from ~~England's~~ ^{SCOTLAND} shipyard to St. John's, Newfoundland, October 13, 1897. ^{ENROUTE - JERSEYSIDE}

There was a delay in getting her into service as the road between Grand Bay and Port aux Basques was not completed. All was ready by the Spring of 1898 and the first regular express train left St. John's at 7:20 p.m., June 29, 1898 for Port aux Basques arriving 10:45 p.m., June 30, the journey taking 27 hours and 25 minutes. The Bruce left for North Sydney at 11:50 p.m. that same evening. ^{8 1/2 MONTHS}

The railway and boats were known as the Reid Newfoundland Railway Co., and were under the one management, R. G. Reid, until the Canadian National Railway took over.

The SS Bruce was built for cutting her way through ice. I remember the winter of 1902—the harbour was frozen solid to near the entrance and the Bruce at that time cut her way through to port, through 14 inches of solid ice. Hundreds of persons from Sydney Mines and North Sydney were on the ice to see the wonderful performance.

13 YEARS

She had many hard winters often having to divert to Louisbourg. Her span of active service was 13 years and she finally landed on the rocks between Scaterie Island and Cape Nova and became a total wreck.

During her life time she was famous for her speed and reliability in making ports.

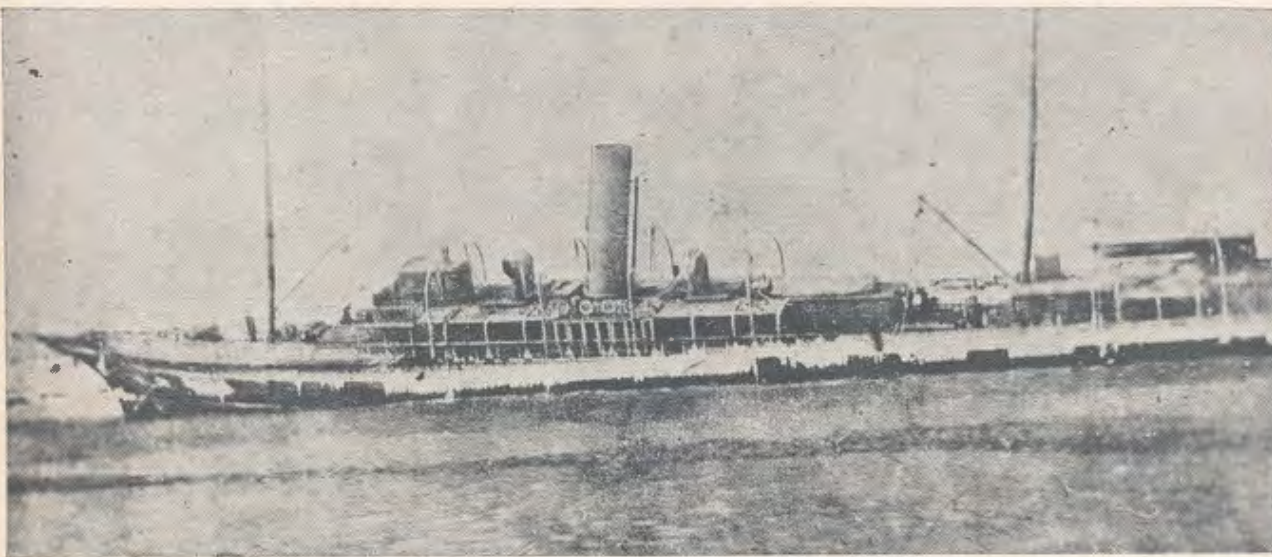
The year before she went aground she had damaged herself to the extent that she could not ram the ice as previously. Her last voyage started from Port aux Basques at 11 a.m., March 23, 1911; before dawn the following morning, March 24, she ran aground, having on board 123 passengers besides crew, mail and freight.

The journey during the winter months from St. John's to Port aux Basques were often very slow, especially after a snow storm. The snow plough would have to clear the tracks and on one occasion the snow plough clearing the tracks over the topsails left the rails and rolled down the embankment.

LAST TRIP

Among the passengers on this last trip were 40 Newfoundland fishermen, in care of N. H. Carroll, on their way to Vancouver to join the Pacific Ocean seal fishing.

When the train finally arrived at Port aux Basques the weather was still bad, high winds, snow and lots of drift ice. The Bruce started to work her way to Cape Breton and encountered great difficulty in crossing the gulf. On arriving on this side, the shoreline was fairly clear of ice, the harbour was blocked, so the Captain decided to make for Louisbourg taking the passage known as the "Tittle," a narrow passage between Scaterie Island and the Cape Breton coast. It was now 4 a.m. and cold when the Bruce struck the rocks at a position about a mile from Port Nova and 2½ miles from Main-a-Dieu, she skidded along the rocks until coming to a stop. This tore her bottom open so that she made water quickly, the engine room flooded and all lights went out. The sudden stop, jar, and pounding of the ship on the rocks awoke the passengers who rushed on deck, some in their night clothes, and others with very little else on, some without even shoes, those without shoes got their feet frozen; the passenger list included about 20 women and children.



**WRECK OF BRUCE I
MARCH 24, 1911**

(Photo Nfld.
Archives)

THE STORY OF THE BRUCE (Continued)

HYSTERICAL

When several saw what had happened they became hysterical. The men did their best to quiet them while the sailors and the fishermen helped to get the six lifeboats into the water. The atmosphere being so cold the ropes and pulleys had frozen there it took a long time to get the boats clear, in doing so one of the crew, a Mr. Pike, fell overboard. Some saw him swimming and threw lifebelts to him but his quantity of clothes plus the bitterly cold water was too much for him and he drowned.

The women and children were the first passengers taken ashore followed by the men. Many collected wood and made a huge bonfire which was a great comfort. Among the first to leave the ship was the wireless operator and two passengers who walked to Louisbourg to notify the North Sydney agent as to what had happened. On their way they called at many houses stating the condition of the passengers. Horses and sleighs were soon on the road and several found great comfort in being in a house for a while.

SENT TO WRECK

When the wireless operator arrived at Louisbourg the Dominion Coal Co.'s coal boat the "Black Diamond" was just entering the harbour. Word was sent to her to proceed at once to

the scene of the wreck. The tug Douglas H. Thomas was also sent and they took several passengers on board and proceeded to Louisbourg. In the afternoon the Sydney and Louisbourg railway had a train ready and took the passengers to Sydney.

The Captain on account of the vapour and frost had, it is supposed, mistaken a light he saw, and thought it was Louisbourg, henceforth he steered accordingly which at once put him on the rocks.

Captain Drake was in command and Jerry Lynn was second mate.

Dr. F. O'Neil and Dr. Morrison were soon on the scene to assist those who were chilled or slightly frost bitten.

The Reid, Newfoundland Railway Co. ordered another ship at once, she was built by Messrs Napur and Miller, Glasgow, Scotland, 1912 and was named Bruce II, she was well equipped for ice conditions here, her bow was round allowing her to run upon the ice and crush her way through.

In early 1916 during World War I she was sold to the Russians. The SS Kyle and SS Portia took the place of Bruce I until Bruce II arrived, and when Bruce II was sold to the Russians two steam boats filled in again while another ship took her run.

On March 15, 1898, the Newfoundland Government signed a contract with R. G. Reid for the operation of the whole system, railway and steam boats. The railroad was built under the supervision of R. G. Reid who was a Civil Engineer.

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B.A., M.A., Ed.D.
Educationalist, St. John's

At an age when most ladies begin to lean back and relax with a cup of weak tea, Dr. O'Neill is still leaning forward with a cigarette and a cup of black coffee. She's been that way ever since she can remember. Her career began 38 years ago when "Florence", a teen age girl, left her home in Witless Bay to teach on Oderin Island. Her salary was \$23 a month, \$20 of which was paid for board. Schoolteacher, organist, choir-master and amateur dramatist within a year, her burning ambition to help pull rural Newfoundland up by its bootstraps eventually was to lead her to Carnegie Fellowships, Dean Scholarships, a Rockefeller Room at Columbia University and to become one of Newfoundland's foremost educators.

"For four years I had secretly desired to work in Land's End, for to me this settlement connoted all that was hopeless and rotten."

These words, written by Dr. O'Neill 20 years ago, reflect well, I believe, her burning passion for helping people to help themselves. This is the driving power which stayed with Florence during those lean years when she was a field representative of the Division of Adult Education and which still keeps her furiously working into the midnight hours.

Dr. O'Neill told me of how she and her father conspired to keep her delicate mother happy. She told me of her

grandmother and how she refused to believe her sons had drowned on the Grand Banks and how she kept a candle burning by the window overlooking the bay for over a year in the hope that they would return. She told of her Captain grandfather who died of a broken heart saying that he had built a coffin for his sons.

On Bell Island, Florence was first introduced to the challenge of Adult Education. Here she was asked by the Iron Ore Co. to run a night school for the miners. She did and before long the pits themselves were graced by her presence as she investigated the working conditions of her burly, but often sleepy pupils.

Here on Bell Island, Schoolteacher O'Neill discovered another gap to fill. There was a demand for a music teacher. So she tutored ten pupils for the Trinity College of Music Exams. The examiner must have scratched his head later when he discovered that the teacher sat with the pupils to write the same exam. Florence had been studying one jump ahead of her pupils all the while. And they all passed.

After teaching at Salmonier and Blackhead Road, the energetic Miss O'Neill now finished 3rd year University, developed an interest in law. She promptly gave herself a typewriter and studied shorthand for a week. Court Stenographer in the Central Court was her next position and she stayed there for 1½ years, prowling through musty books and amusing herself by determining the decisions of the judge.

The teaching blood ran strong in her veins though and back to University she went, on a shoestring as always. She returned the next year with a B.A. to take an adult education teaching position with the Department of Education.

Time passed. Dr. O'Neill tasted the cosmopolitan atmosphere of Columbia University and was encouraged to take a doctorate from that institution. Throughout her brilliant academic career Florence couldn't wait to return to Newfoundland. She couldn't wait to implement her thesis — a Program of Rural Education for Newfoundland. Now she was Dr. O'Neill, Assistant Director of Adult Education, a woman years ahead of her time, naively expecting everyone

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DR. FLORENCE O'NEILL (Continued)

to move in the same way. Progress was slow but steady. "We tried to run before we could walk," she recalls.

From 1950 to 1959, Dr. O'Neill was Director of Adult Education. (She still laughs heartily when she remembers the time in some outport meeting hall, when a frustrated man rose to introduce the distinguished speaker as Dr. O'Neill — Director of Adultery). During these nine years the Division expanded its programs greatly. Enrollment exploded and the seeds of adult education were scattered throughout Newfoundland.

In 1952, Dr. O'Neill introduced the 4-H movement to Newfoundland. It blossomed across the island. Enrollment increased greatly. Dr. O'Neill then devoted full time to the movement as Director of Community Leadership Development. The happiest memory of those past twelve years, according to Dr. O'Neill, is the "quiet advance in co-ordination of Provincial and Federal Government agencies in developing our services."

Foresters, Biologists, Home Economists, Agriculturists, Fisheries and Woodworking Specialists — all were recruited by Dr. O'Neill and woven together into a team to teach and encourage young rural Newfoundlanders to advance themselves and to develop as community leaders.

Countless Newfoundlanders in all walks of life remember this remarkable lady from Witless Bay, the educated lady with the common touch, the enthusiastic person who helped them when they needed help. Many remember her as the dynamic idealist of the Department of Education — the woman that "gets things done." Her 38 years of colourful service for Newfoundland is something of which work mean to her? This small symbolic we are all proud. But what does her incident she told me one evening as we

sipped a sherry and listened to Tchaikovsky's Violin Concerto, I had caught her in one of her rare relaxed moods.

She told me of an outport lady, a 4-H Leader, I believe, who was terrified of the prospect of having to say a few words in public. Dr. O'Neill, at length, convinced her she should go through with the ordeal. She did.

The next year while visiting the same community, Dr. O'Neill overheard the same lady talking to another. She was encouraging her to take her turn on the platform. "Go on, my dear. There's nothing to it; I spoke last year. You won't mind it the next time."

How many of these personal chain reactions Dr. O'Neill has sparked, no one person will ever know. Newfoundland feels the impact of her dynamic character and courage, though, and we hope that she too carries a piece of Newfoundland in her heart as she continues her career in Ottawa.

(Continued on page 11)

FOR THE RECORD

Results of the 1962
Regatta

Amateur—Mental Hospital, 10:39,	G. Tilley	Blue Peter V
Municipal—Sanitary, 10:51 3/5,	G. Tilley	Blue Peter V
Garage—Drovers, 11:11 1/5,	L. Greeley	Royalist III
Bankers—Nova Scotia, 11:43 4/5,	P. Ring	India
District—Kilbride, 10:36 4/5,	A. Joy	Royalist III
Truck-Labor—Summers, 10:33,	L. Rogers	India
Factory—Nfld. Brewery, 11:26 3/5,	G. Tilley	India
Trade—Light & Power Co., 10:53 4/5,	G. Tilley	Blue Peter V
Police—Firemen—Local Police, 10:37,	R. Ring	India
Civil Service—RCAF, 11:03 2/5,	A. Joy	India
Club—Mental, 10:30,	G. Tilley	Blue Peter V
Intermediate—Quidi Vidi, 10:28,	P. Ring	Royalist III
Ladies—Nfld. Hotel, 5:54 2/5,	A. Joy	Miss CJON
Mercantile—C.N.R., 10:45 2/5,	C. Boland	Royalist III
Juvenile—Feildians, 10:55,	J. Kenny	India
Championship—Summers, 10:01 2/5,	L. Rodgers	India

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When Newfoundland Helped Save Canada

by

DR. ROBERT SAUNDERS, J. D. (Dr. Juris)

Graduate of Boston, New York, Columbia, Rutgers and Iowa State Universities, the College of Law of St. Paul and Minneapolis. Diploma in International Affairs, University of Minnesota.



Red Lake Indian Chief and his band visiting Capt. Bulger at Fort Douglas.
—Courtesy Public Archives of Canada

WE start this series with an article on Prairie Du Chien by Alfred Edward Bulger son of Captain Andrew Bulger of the Royal Newfoundland Regiment in the War of 1812. The collections of the **State Historical Society of Wisconsin**, edited and annotated by a well-known historian of the Northwest half a century ago, namely Reuben Gold Thwaites has this to say on Captain Bulger's son that:

"This narrative of what took place at Prairie Du Chien, just before the post was occupied by the Americans in June 1814, is by the son of Captain Andrew H. Bulger, British Commandant on the Mississippi in 1814-15. The author is a resident of Montreal."

Historian Thwaites was writing as of the latter part of the nineteenth century, and in these Bulger papers Thwaites says:

"Captain Bulger who commanded at Fort McKay (Prairie Du Chien) and on the Mississippi, during the period these documents allude to, was the only king's officer stationed at that distant post. He was born at St. John's, Newfoundland, Nov. 30, 1789, and received his commission as ensign Oct. 26, 1804, in the Royal Newfoundland Fencibles, being promoted to the rank of Lieutenant July 30, 1806. Having served seven or eight years, on detachment duty, in Newfoundland and the Lower Provinces, he was ordered to Quebec to join the headquarters of the Regiment, where he was stationed on the breaking out of the war."

"The men of the Royal Newfoundland Regiment were a fine lot of fellows, most of them being fishermen, they were both sailors and soldiers, and were actively employed as mariners on board of armed vessels on the great lakes serving in almost every engagement on land and water in the Upper Province."

With detachments of his regiment, Lieutenant Bulger served in sixteen engagements. The principal were: Fort Detroit; Fort George; Stony Creek; the attack on the Americans under Captain Mulcaster Royal Navy; Chrystler's Farm; repulse of the Americans at Mackinac, August 4, 1814; the capture by boarding of the armed schooners "Tigress" and "Scorpion", Sept. 3 and 6, 1814. In after years he received two silver war medals and three clasps for these engagements.

On the twenty-eighth of October, 1814, Lieutenant Bulger was appointed to command of all the opera-

tions on the Mississippi, with headquarters at Fort McKay, Prairie Du Chien—the local rank of Captain was conferred, which was confirmed by general orders on February 23, 1815. Although suffering from an unhealed breast-wound, he embarked immediately for his distant station in an open boat and in severe weather, and assumed command.

The editor—Reuben Gold Thwaites—then takes a quotation by Alfred Edward Bulger, son of Captain Bulger, which is found in another volume of the Wisconsin collections, as follows:

"A. H. Bulger was captain and Pullman second in command. The company belonged to the Newfoundland Regiment. The Royal Newfoundland Regiment were regulars, as any Army List of 1812-15, or London Gazettes of the same period, will prove beyond a doubt . . ."

"Although raised in Newfoundland, the regiment belonged to the Army, and all the commissions of the officers were signed by the King. I have one now before me on my table signed by Geo. III . . . Captain Bulger was the only officer of the regular army at Prairie Du Chien."

Signed, ALFRED E. BULGER.

In logical sequence I insert here the Garrison Orders of the 17th October, 1814 signed by:

LIEUT. COL. ROBERT McDOWALL

Commanding Michilimackinac and Dependencies that:—

"Lieutenant Bulger, Royal Newfoundland Regiment is appointed to the command of Fort McKay at Prairie Du Chien, with the Rank of Captain. This command of course invests Captain Bulger with the exclusive direction of all operations on the Mississippi."

"The first object that will require your attention will be the quickest and most expeditious mode of reaching the Mississippi, the season being so far advanced, the expediting Mr. Dickson to the Saulks with the Presents, and endeavouring as much as may be in your power to promote a fair, equal and judicious distribution of them, it being perhaps necessary at present, particularly to notice the Saulks, and to support them as much as possible, in consequence of their bravery, and good conduct, and of their being your advance guard, and stationed nearest the enemy etc."

"On your arrival at Fort McKay, you will assemble the Garrison, read your commission and assume the command thereof. You will then direct your attention to the formation of another company of sixty rank and

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WHEN NFLD. HELPED SAVE CANADA (Continued)

file of which you will be appointed Captain, Mr. Keating to be Lieutenant; and twenty of the company, or such other men of the Garrison as you may think best to be under his command as a corps of Volunteer artillery, attached to; and forming part of the company the Ensign to be appointed from one of the former Volunteer companies or from Captain Anderson's should he have three Subalterns."

"The troops may be granted the indulgence of working at your discretion, but I would recommend a regular parade of all your Forces, fully armed and accoutred every Sunday and availing yourself of the opportunity to give them such lessons in drill as they may most require."

"Your Garrison being composed of such motley materials it will be prudent, not only to maintain good order and discipline, but to acquire their regard and esteem. Your attention to the Indians and doing your utmost to gain their affections and cultivate a good understanding with them, will appear to you of the utmost importance, as the spirit they have lately displayed properly cherished, will prove a certain safe-guard to the country, and form a barrier to your post, which the enemy will not be able to penetrate."

"You will assure them of my continual exertions to afford them every support and assistance from this garrison, and that their Great Father the King will never abandon them, is incessantly occupied in promoting their welfare and will never lay down the hatchet, or make peace with the enemy, till their independence is secure and their lands and rivers and children secured from all future molestation—these assurances together

with dwelling upon the Great Power of the British Empire and encouraging them with the accounts of all the successful operations of the War have a good effect."

"You will remind Mr. Dickson to communicate to the Indians who have been engaged with the last campaign . . . the high satisfaction which their Great Father at Quebec has derived from the devotion and determined bravery which they have displayed . . . and that His Excellency doubts not they will continue to distinguish themselves by the same zealous exertions against the common enemy . . ."

"As the regular and punctual payment of the Troops and also the Indian Department is much to be desired, you will take some pains to effect that materially tends to encourage all in zealously doing their duty. The musters to be regular—the Pay Lists exact and correct . . ."

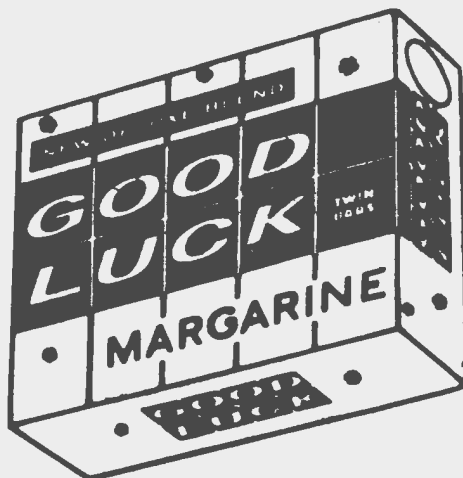
"It would be desirable if two months' provisions could be always retained in the Fort, in case of emergencies. The supply of the Garrison not to be interfered with, or any demand on it for the Indians. Great caution and prudent management will be required in not keeping more Indians at Fort McKay, than can be avoided, or circumstances rendered necessary . . . The stay of too many Indians long at your post will soon devour the supplies, which will be permanently required for the Garrison . . . It will be necessary to retain a supply of Tobacco and Gunpowder, with some other goods."

"You will assemble a Court of Enquiry of Fort McKay and minutely ascertain the real losses of individuals . . . as the recent attempt of the enemy to ascend that river

(Continued on page 29)

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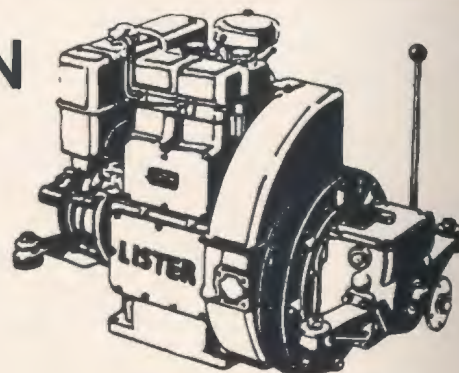
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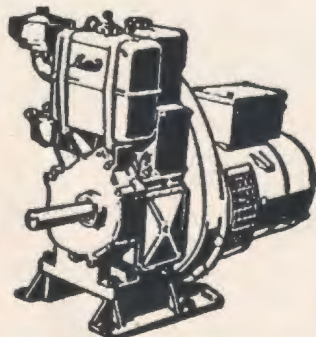
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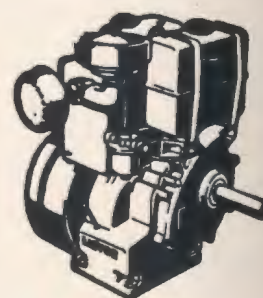
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THE
RECAPTURE OF ST. JOHN'S
1762

BY
DAVID A. WEBBER



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Confederation Bldg., St. John's, Nfld.

OCCASIONAL PAPER
VOL. I NO. 1

NOVEMBER 1962

PUBLIC NOTICE



NEWFOUNDLAND NAVAL AND MILITARY MUSEUM

Work is now in progress on the establishment of a Newfoundland Naval and Military Museum on the Eleventh Floor of Confederation Building in St. John's. At the present time, displays are limited to exhibits relating to the seventeenth and eighteenth centuries but it is proposed, in due course, to extend the scope of the Museum to include World War I exhibits.

2. The Government is extremely grateful to a number of interested persons who have already donated many valuable exhibits to this new Museum and all of these contributions have been approximately labelled and displayed. An appeal is now addressed to any organization or to any members of the public who may have in their possession articles of any kind associated with the naval and military history of Newfoundland up to and including the World War I period and who may be willing to donate or to sell these items to the Museum. There is an urgent need, in particular, for early military uniforms and equipment, side arms, regimental badges, medals, and similar items.

3. Interested parties are requested to contact:

The Curator,
Nfld. Naval and Military Museum,
Department of Provincial Affairs,
St. John's

or

Phone 951656 or 951276

MYLES MURRAY,
Minister of Provincial Affairs.

THE RECAPTURE OF ST. JOHN'S, 1762

By DAVID A. WEBBER

CURATOR

THE NEWFOUNDLAND NAVAL AND MILITARY MUSEUM

FOR the major powers in Europe the eighteenth century was one of continuous expansion and strife. Hostilities between Great Britain and France occurred continuously in America and India. The Treaty of Aix-la-Chapelle, in 1748, had marked the end of formal hostilities, but the forces of Britain and France continued in a series of small 'cold war' incidents whenever the rival ambitions of the two powers met. In 1756 formal war was declared again between Great Britain and France.

The first two years of war (1756-1757) were, for Great Britain, years of almost unbelievable failure. The Duke of Newcastle, for the great part of the time, was chief minister. Procrastinating and ignorant, timid and undecided, he was "unfit" said George II, "to be Chamberlain to the smallest court in Germany." Commanders, both on land and sea, uninspired by the government at home, planned their strategy without thought, and fought their battles by obsolete and formal methods. Luckily, in 1757, William Pitt took over the leadership of Britain and under his ministry the forces of Britain were revitalized. Pitt had the genius of conceiving great and sound strategical designs and also the capacity to select good men to execute them. Hawke, Wolfe and Amherst are great names which attest to his judgement.

In 1758 the initial success began in Canada. Louisburg and Fort Duquesne fell to Britain, and Goree, in West Africa, was captured from France. From 1758 until the end of the war in 1763 the years were of almost untarnished glory for Britain.

In 1762 France made one final effort to rally. Choiseul, the French Foreign Minister, played his last card by bringing Spain into the war. Her intervention was not even an embarrassment to Britain. In fact, the sole result was to lay Spain's own colonies at the mercy of the British fleet which set about appropriating them one by one.

The British government could not have imposed almost any terms it wished upon France and Spain. To salvage anything from the wreckage, France desperately needed a victory which would give her possession of some British territory thereby increase her bargaining power at the negotiations which were inevitable.

Newfoundland, and in particular St. John's with its small garrison of only 64 men*¹ seemed to France to be its ideal target for attack and on the 8th day of May, 1762, a French force of 32 officers and 870 regular troops consisting of 6 companies of grenadiers of 45 men each, 6 piquets of 50 men each and 300



LT. COL. WILLIAM AMHERST
COMMANDER OF THE BRITISH LAND FORCES
ST. JOHN'S, 1762

marines embarked at Brest under the command of Count D'Haussonville. This force sailed for Newfoundland escorted by four men-of-war — the "Robuste" with 74 guns, "L'Eveille" with 64, "La Garonne" with 28 and "L'Unicorne" with 26. The convoy was commanded by Admiral De Terney. A landing was made on the 24th of June at Bay Bulls, situated about 18 miles south of St. John's, and after a forced march over a bad road, St. John's was attacked and the small

*1 The 40th Regiment



British garrison was forced to surrender without giving resistance or obtaining terms.

The inhabitants of St. John's were given transportation under cartel to England, except those who took an oath of allegiance to France, most of whom were Irish servants of the English settlers.

The French wasted no time in throwing up entrenchments and repairing the dilapidated forts in preparation for the attack which they knew must come. The French ships sailed into Conception Bay and repeated their success at Carbonear and Harbour Grace and, a few days later, captured Trinity. During their absence, a sloop which had been captured from the British was manned by the French with Irishmen and set to patroling outside St. John's Harbour.

Rear Admiral Lord Colville, commanding the British North American Squadron, was at Halifax when, on the 1st of July, 1762, Captain Charles Douglas of H.M.S. "Syren" arrived with dispatches from the Commanding Officer at St. John's. The French Squadron had been sighted 12 miles east of St. John's on the 21st of June by the schooner "Squid" which had sailed immediately to St. John's to warn the Commanding Officer. He, in turn, relayed the information to the "Syren" at Aquaforte. Captain Douglas sent all his Marines with their officers to St. John's where they arrived just in time to surrender to the French with the rest of the garrison.

On the 30th of July more definite news was brought to Colville by a small vessel which had escaped from St. John's on the night of July 5th. Her master estimated that 900 French troops were in St. John's. Colville immediately sent dispatches to Sir Jeffery Amherst, Com-

mander in Chief in North America at New York, and proposed to Governor Belcher of Nova Scotia and Colonel Forster, Commander of the British troops in Nova Scotia and Louisburg, that a force be made ready for an immediate counter attack on St. John's. Neither Belcher nor Forster would move without orders from Amherst. Lord Colville would wait no longer and wrote to The Lords of the Admiralty as follows:—

"Northumberland at Maugers Beach
near Halifax 9th August 1762.

Sir:

In my last of the 6th Instant I mentioned my Expectations of carrying with me the Troops from this Province and Louisburg to endeavour to remove the Enemy from Newfoundland; but having received a Letter last Night from Sir Jeffery Amherst of the 29th. past, and finding he has not given any directions on this head, I shall sail tomorrow with Northumberland and Gosport, and am in hopes of being joined by the Antelope and Syren on the Coast of Newfoundland.

The King George of twenty guns, belonging to the Province of Massachusetts Bay brought the Dispatches from Sir Jeffery Amherst last Night; I intend to carry her with me, and to send her back to New England and as soon as she can be spared from the present Service. I propose to cruize off St. John's to cut off the Enemy's Supplies, and to annoy them everyway that may be in my power. I shall be sure to omit no opportunity of sending you account of proceedings."

On the 8th of September a sloop from Halifax joined Colville, with a letter from Sir Jeffery Amherst stating that



REAR-ADMIRAL LORD COLVILLE
Commander in Chief of the British Forces at the Recapture of St. John's, 1762

"I have come to the Resolution to muster up all the Troops I can, from New York, Halifax and Louisburg, in order to dislodge the Enemy as soon as possible from St. John's, and that Lieutenant Colonel Amherst*¹ command these troops."

The sloop also carried dispatches from Lt. Col. Amherst acquainting Colville with his arrival at Halifax on the 26th of August and his hopes of joining Colville soon off Cape Race. Colville could not leave the immediate area of St. John's as he feared that the French Squadron might slip out to sea, so he sent the sloop back to Cape Race to wait for Col. Amherst.

On the 11th of September Col. Amherst and his command joined Colville off St. John's with approximately 1,700 troops carried in ten transport vessels. The force consisted of units of the 60th Royal Americans, the 45th Regiment, 43rd, 77th and 78th Highland Regiments, the Royal Scots and odd companies of the 22nd Regiment, the Royal Artillery, Marines and Provincials who made up nearly half of the total force.

The French had blocked Quidi Vidi harbour by sinking a number of shallops*² at the entrance. As a result, Torbay, situated 8 miles north of St. John's, was chosen as a landing place by the British. As the area was unsafe for the anchorage of large vessels at that time of year due to easterly winds, Colville sent the "Syren" under Captain Douglas and the transports and boats from the Squadron together with a number of shallops and fishing boats which had been pressed into service, to effect a landing. The rest of the Squadron*³ continued to patrol the mouth of St. John's Harbour. The landing was accomplished on the 13th of September with only four casualties and a small French force stationed at Torbay was forced to withdraw towards St. John's. Later that afternoon this small force laid an ambush in the woods on the path from Torbay to St. John's and wounded three men of the 60th Royal Americans whose comrades rushed up and captured three of the French.

The main body of the French came out to meet the van of the British at the west end of Quidi Vidi Lake but as the British advanced the French fell back and marched down the south side of the Lake and took up a strong position on the high ground overlooking Quidi Vidi Harbour, thereby guarding the approach to Signal Hill and Quidi Vidi Harbour and establishing a strong right flank for the French lines which extended east from Fort William along the south side of Quidi Vidi Lake to the Gut at the entrance of Quidi Vidi Harbour.

After regrouping at the Grove*⁴ Colonel Amherst advanced his forces and took the hill opposite the French position. Under covering fire that evening, light infantry companies of the Royal Scots and the 77th, supported by Grenadiers of the Royal Scots, forded the stream that runs from the Lake into Quidi Vidi Harbour, and took the enemy position after a fierce skirmish. French troops were seen coming to their countrymen's aid and Amherst sent the remainder

of the Royal Scots to help hold the newly won position, upon which the French withdrew to a position which they held higher up on the slope of Signal Hill. The Commander of the 77th Regiment, Captain Mackenzie, was badly wounded in this action and ten of the enemy were taken prisoner.

The next day was spent, under heavy fire from the French on Signal Hill, clearing the mouth of Quidi Vidi Harbour. Supplies and some light artillery pieces were landed in shallops supported by boats from the Squadron under the command of Lieutenant Dugdale, Lord Colville's first Lieutenant.

It was obvious that Signal Hill, with its commanding view of St. John's and Fort William, had to be cleared of the French before any further advance towards St. John's could be undertaken, therefore at day break on the 15th, in fog and light rain, Captain McDonnell of the 77th Regiment led a combined force of light infantry of the 60th, 77th and 43rd Regiments silently up Signal Hill. Surprise was complete and Captain McDonnell's troops were not discovered until the French outposts had been passed and McDonnell and his troops had gained the summit of Signal Hill. Here the French were more alert and a volley of small arms fire met the advancing troops. The fire was returned by the British and, at this, the French gave way but not before McDonnell was wounded, Captain Schuyler of the 60th Regiment killed and 22 of the company either killed or wounded. The French position had been a strong one, held by three companies of grenadiers and two piquets, about 190 men in all. In addition there was a mortar, a six pounder and two wall pieces*⁵ which had not been mounted. Their Commander, Lieutenant Colonel Belcombe, D'Haussonville's second in command, was wounded; a captain of grenadiers wounded and taken prisoner; his lieutenant killed; several men killed or wounded and 13 men taken prisoner.

During the night of the 15th, in heavy fog, De Terney's Squadron cut their cables and, in the confusion of their flight, left behind the Grenadier Regiment which was ready to embark. The sailors even cast adrift their boats which had been used to tow the Squadron out of the Harbour.

On the 16th of September Gibbet Hill was occupied by the British, the French having evacuated it during the night, and more supplies and artillery were landed at Quidi Vidi. The rest of the troops were moved up the hill and a path was cleared for the transportation of cannon to bombard Fort William.

Colonel Amherst, in his reports to the Earl of Egremont at Whitehall, wrote on the 20th of September "The 17th a mortar battery was completed and a battery begun for 4 twenty-four pounders and 2 twelve pounders; about 400 yards from the fort made the road from the landing for the artillery, and at night opened the mortar battery with one 8 inch mortar, seven cohorn*⁶ and six royals*⁷. The enemy fired pretty briskly from the fort and threw some shells."

*¹ Sir Jeffery Amherst's younger brother, William.

*² A type of light boat with Sloop Rig.

*³ H. M. Ships Northumberland, Antelope, Gosport & King George.

*⁴ Grove Farm, upon the site of which Fort Pepperrell is located.

*⁵ General term for cannon used in defence of a fort.

*⁶ a small naval mortar, usually mounted in the main top.

*⁷ Cannon Royal. 12 ft. long, fired a 60-70 lbs. shot.



UNIFORMS OF SOME OF THE UNITS AT THE RECAPTURE OF ST. JOHN'S, 1762



At Sea Lord Colville's Squadron, which had waited for the French for three weeks, missed them during the night of the 15th as they slipped from St. John's Harbour in the fog and did not sight them until next morning, hull down to the S.S.E. Chase was given but by seven o'clock the British had lost sight of their quarry entirely. "Thus after being blocked up in St. John's Harbour for three weeks", wrote Lord Colville to the Admiralty, "By a Squadron of equal number but smaller Ships, with fewer Guns and Men, did Monsieur Terney make his Escape in the Night by a shameful Flight." Colville's only consolation must have been that Count D'Haussonville who was stranded in Fort William under attack and with his last means of escape gone, had a similar opinion of D'Terney.

Amherst had been in contact, by letter, with Count D'Haussonville since the 16th of September and these and the terms of surrender were included in Amherst's report to the Earl of Egremont.

"Col. Amherst to the French Commander.

Camp before St. John's
Sept. 16, 1762.

Sir,

Humanity directs me to acquaint you of my firm intentions. I know the miserable state your garrison is left in and am fully informed of your design of blowing up the fort on quitting it; but have a care, as I have taken measures effectually to cut off your retreat, and so sure as a match is put to the train, every man of the garrison shall be put to the sword. I must have immediate possession of the fort in the state it now is, or expect the consequences.

I give you half an hour to think of it.

I have the honour to be Sir,

Your most obedient humble servant,
Wm. Amherst.

To the officer commanding in St. John's."

"Count D'Haussonville to Col. Amherst.

16 Sept. 1762

With regard to the conduct that I shall hold, you may, be misinformed. I wait for your troops and your cannon; and nothing shall determine me to surrender the fort unless you shall totally destroy it and I shall have no more powder to fire.

I have the honour to be Sir,

Your most humble and obedient servant,
The Count D'Haussonville"

One night of bombardment seemed to soften Count D'Haussonville's determination and on the 18th of September Amherst received the following letter:

"Count D'Haussonville to Lieut.-Col. Amherst.

Sir,

Under the uncertainty of succors which I may receive either from France or its allies, and the Fort being entire and in a condition for a long defence, I am resolved to defend myself to the last extremity. The capitulation you may think proper to grant me, will determine me to surrender the place to you, in order to prevent the effusion of blood of the men who defend it. Whatever you come to, there is one left to me, which would hurt the interests of the Sovereign you serve.

I have the honour to be Sir,

Your most obedient humble Servant.
Le Compte D'Haussonville

Fort St. John's
Sept. 18th, 1762."

"Camp before St. John's
Sept. 18th, 1762.

Sir,

I have just had the honour of your letter. His Britannick Majesty's fleet and army co-operating here will not give any terms to the garrison of St. John's than their surrendering Prisoners of war. I don't thirst after the blood of the garrison but you must determine quickly or expect the consequences for this is my final determination.

I am Sir, etc.

Wm. Amherst

To Count D'Haussonville."

"Count D'Haussonville to Col. Amherst

Sept. 18, 1762.

I have received sir your letter which you did me the honour to write me. I am as averse as you to the effusion of blood. I consent to surrender the fort in a good condition as I have acquainted you, if the demands which I enclose herewith are granted to my troops.

I have the honour, etc.

Le Compte D'Haussonville."

Articles of Capitulation

Demands of the garrison of St. John's, and, in general, the troops that are in it:—

Agreed to—The French troops shall surrender prisoners of war.

Agreed to—The officers and subaltern officers shall keep their arms to preserve good order among their troops.

Agreed to (Lord Colville will, of course, embark them as soon as he can.)—Good ships shall be granted to carry the officers, grenadiers, and private men, either wounded or not, to France in the space of one month, on the coast of Brittany.

His Britannick Majesty's troops never Pillage—The goods and effects of both officers and soldiers shall be preserved.

The gate*¹ will be taken possession of this afternoon and the garrison will lay down their arms.

This is to be signed by Lord Colville, but it will remain at present, as afterwards, in full force.

Camp before St. John's.
18th Sept. 1762.

Colville

Le C'te. D'Haussonville

Wm. Amherst.

The French troops taken prisoner were—1 Colonel; 1 Lieutenant Colonel; 13 Captains; 13 Lieutenants; 4 Ensigns; 27 Sergeants; 45 Corporals; 40 Sub Corporals; 12 Drummers; 553 Rank and file—709.

The British casualties were — Lieutenant Schuyler, 60th Royal Americans, and 11 Rank and File killed; Captain McDonnell, 43rd Regiment; Captain Baillie, 1st Royal Scots, Captain McKenzie, 77th Regiment, and 2 sergeants, 1 drummer and 32 Rank and File wounded.

Lord Colville's report to The Lords of the Admiralty 20th September, 1762, states "There is a considerable Quantity of Provisions, and other Goods at this Place*² collected and Tumbled promiscuously in different Store Houses by the Enemy. Many of the Irish Servants have

*¹ Main gate of Fort William.

*² St. John's.

also been robbing and plundering their Masters. To ascertain property, in order to make Restitution as far as can be, and to restore regularity to a Country so long distracted by being in the Enemy's possession, will be the particular care of Governor Graves*¹ who in my opinion is well qualified for such an office."

There now remained the task of shipping the British and Provincial troops back to their home units in Nova Scotia and New England and the transportation of the French Prisoners to Brest.

"Northumberland at Spithead 25 October 1762.

Sir,

On the 23rd. of last Month, Captain Douglas in the Syren, sailed for England from St. John's Harbour, with an Account of the Recovery of that Place from the Enemy, and of the Proceedings of the Squadron until that time. Two Days after the Syren, the French Troops that were made Prisoners of War, sailed for Brest, in the two largest Transports that came from New York with Colonel Amherst: I inclose an Account of them as made out by the Count D'Haussonville, their commanding Officer, and also a Copy of the Orders I gave to the Masters of the Transports that carried them; both which I also send to the Commissioners for Sick and hurt Seamen.

Captain Jervis of the Gosport took all the wounded Men amounting to nineteen, and one hundred of our Troops into his own Shop, and with about as many more in a Transport, sailed for New York on the 25th of September, where he was to make no stay, but prosecute his Orders from their Lordships, as mentioned in my last Letter.

Captain Hallowell of the King George, took on board his own Ship and a Transport Schooner, about one hundred and sixty of the Troops, and sailed for Louisbourg on the 26th of September, where they were to be landed, and one hundred Provincials taken aboard and carried to Halifax, from whence they had been lent to supply the place of the Louisbourg Troops, that went on the Expedition. From Halifax the King George was to return to Boston.

All the rest of the Troops to be sent from St. John's were put on board eight Transport Vessels, except about forty, which Captain Peyton of the Minerva took into his own Ship, and as Convoy to the whole sailed on the 1st of October for Halifax; where all the Troops except about twenty, and four of the Transports, were to be left; Captain Peyton with the other four, containing Military Stores, was to proceed to New York, the place of their Destination. From New York he was to proceed to Spithead; and if Sir Jeffery Amherst should think it necessary to send any Transports to England in order to their being discharged, he was to take them under his Care.

On the 25th of September Captain Houlton in the Enterprize anchored in St. John's Harbour. He had convoyed a number of Transports with Sick and wounded Soldiers from the Havarinah to New York, and joined me from thence. He sailed again under my Orders the 2nd. of October, with Colonel Amherst for New York; and was afterwards to join Captain Spry at Halifax, unless upon consultation with Sir Jeffery Amherst

it should be thought necessary to employ the Enterprize upon some other Duty, more essential for His Majesty's Service.

Colonel Amherst saw all his Troops disposed of before he left St. John's. Two hundred and fifty remained in Garrison under the command of Captain Gualley of the 45th Regiment, and a Subaltern with twenty eight Men relieved the Marines on the Isle of Boys. The Marines at Placentia were sent for, on the first notice I had of the Army's approach, that sixty-eight Men might be added to it; but they did not arrive until after the Gosport sailed, and I divided her Marines being twenty four in all, between the Minerva and Shrewbury, Seventeen, the number of the Syren's Marines, did not arrive from the Isle of Boys, until after Captain Douglas had sailed; they are now on board the Northumberland. All the rest of the Marines are returned to their proper Ships. The Syren's and Gosport's were discharged from their's when they sailed from St. John's.

There are six Guns, twenty four and eighteen Pounders, on the south Battery, which defends the Mouth of St. John's Harbour, these were spiked up by the Enemy, and the Commanding Officer of the Artillery, reported to Colonel Amherst that they could not be made serviceable at present for want of proper drilling Tools, therefore I directed Captain Houlton of the Enterprize to land six of his lower Deck Guns, being eighteen Pounders, to supply their Place. However, the Armourer of the Superb, a Foreigner accustomed to such Work, afterwards undertook the Task and performed it, so that the Guns are again as fit for Service as ever.

I have mentioned in another Letter that the Fortifications on the Island of Carbonera, were entirely destroyed by the Enemy. Colonel Amherst sent thither Mr. Desbarres an Engineer, who surveyed the Island and drew a Plan for fortifying it with new Works; when these are finished, the Enterprize's six Guns will be ready to mount on them. But I believe nothing will be undertaken this Year, as the Season is so far advanced, and no kind of Materials on the spot for building Barracks or Sheds to cover the Men, should any be sent there. Mr. Cook*², Master of the Northumberland, accompanied Mr. Desbarres. He has made a Draught of Harbour Grace, and the Bay of Carbonera; both which are in a great measure commended by the Island; which lies off a Point of Land between them. Hitherto we have had a very imperfect Knowledge of these Places, but Mr. Cook who was particularly careful in sounding them has discovered that Ships of any size may lay in safety both in Harbour Grace and the Bay of Carbonera.

I was informed by Captain Pallisser*³, that the Senegal and another Sloop had sailed from England a little before him; and that it was supposed they had Orders to join me in North America. I naturally concluded that the Captain of one of the Sloops, was charged with my Orders from their Lordships of the 31st of July, and not finding me at Halifax, would agreeable to the Rendezvous I left with Lieutenant

*¹ At this time Captain of H.M.S. Antelope.

*² Later Captain Cook, the great navigator.

*³ Governor of Newfoundland 1764-69, created a Baronet in 1773.



BATTLE OF SIGNAL HILL

THE STORMING OF THE FRENCH POSITIONS, QUIDI VIDI, 13th SEPTEMBER, 1762

Governor Belcher, follow me to Newfoundland; therefore I directed Captain Graves of the *Antelope*, to employ conditionally, any Sloop that might arrive at St. John's after my Departure, as a Convoy, if any Vessels should be bound to England, to make the same necessary and I inclose a Copy of my Orders to Captain Graves.

From what I have wrote their Lordships will know now I have disposed of all the Ships under my command. It remains only for me to say that on the 7th Instant I sailed from St. John's Harbour in Newfoundland with the *Northumberland*, *Shrewbury*, *Bedford* and *Superb*; and this Day we all anchored at Spithead without meeting anything remarkable on our Passage.

COVILLE."

"By the Right Hon'ble the Lord Colville
Commander in Chief of his Majesty's
Ships and Vessels in North America.

Copy

Whereas the Transport Ship under your command is now victualled to seven Weeks at short allowance, and provided with a sufficient Quantity of Water, for a certain Number of Prisoners of War, that were part of the French Garrison at St. John's: You are hereby required and directed to receive the said Prisoners, according to Lists that will be sent with them, taking care to victual them at two thirds allowance only. As soon as they are aboard, you are to proceed with all possible Dispatch to Brest in France, where you are

to deliver them to the proper Officer, and then to make the best of your way to Portsmouth.

Upon your arrival at Portsmouth, you are to acquaint the Commissioners for Sick and Hurt Seamen at London, or their Agent upon the Spot, with the Service you have been employed on, giving them Copies of this my Order, and of the Charter Party by which your Ship was taken into the Service as a Transport.

Dated on board the Northumberland in St. John's Harbour 22nd. September 1762.

COLVILLE.

To Mr. William Cooper Commander of the Ship James. and Mr. Archibald Galbreath Commander of the Ship Fanny, Transports.

By Command of his Lordship
JAS. FORDYCE."

To the student of military history the retaking of St. John's in 1762 represents the best type of small military action during the Seven Years War. Full use was made of the newly formed light infantry units by Colonel Amherst, whose grasp of the difficulties con-

fronting him during the campaign is worthy of more interest than has been shown in the past. Anyone who has seen the difficult terrain over which the Battle of Signal Hil was fought can have nothing but admiration for the troops which took part and the officers who commanded them.

The battle for St. John's was the last action between the British and French in North America during the Seven Years War. The Treaty of Paris was signed in February 1763.

Sources of Information:

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THE BATTLE OF SIGNAL HILL
DAY-BREAK, SEPTEMBER 15th, 1762



SIR JEFFREY AMHERST, K.B.
Commander in chief of British Forces in North America, 1762



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WHEN NFLD. HELPED SAVE CANADA (Continued from page 13)

(Mississippi) may be renewed, and as it is necessary to be constantly prepared to repel them . . . Every means should be taken to get the earliest information of such intencion of the enemy . . . It will be highly impolitic to suffer the storm to approach too near the Prairie Des Chiens: on the contrary, a resolute determination to encounter it at the rapids of the Rock River, the scene of former success, will afford every prospect of similar, or even more splendid triumphs."

"You will, if possible, on your route, see Thomas, Tete de Chien and other chiefs, with Mr. Dickson . . . Eighteen Blank commissions signed by His Excellency the Governor and Military Secretary are sent with Dickson . . ."

You will communicate to me every occurrence of importance and arrange with Mr. Grignon at Green Bay, the quickest mode of conveying intelligence. You will not omit noting the zeal and good conduct of such of your Garrison as distinguish themselves by their exertions.

ROBERT McDONALD, LIEUT.-COLONEL,
Commanding Michilimackinac and Dependencies

OBSERVATIONS by Alfred Edward Bulger
on the Strategic Value of Fort McKay and
Prairie Du Chien

(In collections of the State Historical Society of Wisconsin).

"It was not until sometime after war had been declared by the United States against Great Britain, that Prairie Du Chien attracted the attention of the contending Powers situated near the confluence of the Wisconsin and the Mississippi rivers . . . a distance of more than five hundred miles from Michilimackinac, and about six hundred miles above St. Louis, it was . . . the principal trading post on the Mississippi; the depot of the fur traders the Ancient meeting-place of the Indian tribes . . ."

The peculiar position which Prairie Du Chien occupied in the Indian country at once pointed out as a most important place—of the value of which both the hostile powers were fully cognizant—from the fact that whichever army took possession of it could command that immense territory inhabited by the warlike tribes of the West . . .

Mr. Dickson arrived at Prairie Du Chien from Quebec, accompanied by Captain Hamilton, of the Upper Canada Militia . . . He exhorted them to take up the hatchet in the cause of England . . .

ANNOTATIONS by Dr. Robert Saunders

Dr. Thwaites refers to Captain Bulgers sixteen actions in the year of the war. There were other conflicts in which the Newfoundland Regiment took part—or at least detachments of this regiment—namely: Ogdensburg; Frenchtown; Moravian Town (on the Thames); York (Toronto); Frenchmans Creek; Fort Erie; Sacketts Harbour; Falls of Miami and last but not least, Lake Erie; Sept. 10, 1813 of which my small book tells the story.

It is interesting to note how slow news travelled in those days; for Captain Bulger's commission was confirmed by General Orders on Feb. 5, 1815 but peace had been declared and signed at Ghent on Dec. 24, 1814. Captain Bulger and his garrison did not evacuate Prairie Du Chien until May of 1815.

The Mr. Dickson so often referred to was the Indian agent over a large territory. Louis Arthur Tohill wrote a Doctor's Thesis some years ago for a Western University on: "**Robert Dickson, British Fur Trader on the Upper Mississippi, a story of Trade, War, and Diplomacy.**"

Many references to all these events around, Prairie Du Chien are found in my articles to the Newfoundland Quarterly for March, Sept., and Dec. 1954 and March 1955.

(To be continued))

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CAPT. U. F. STRICKLAND
District of Trinity South

STRICKLAND, CAPTAIN U. F.—Born at Hant's Harbour on November 7th, 1907. Was educated at U. C. School, Hant's Hr., S. A. College, St. John's, and Normal School, St. John's. Spent five years in the teaching profession. Was a Master Mariner for ten years, made thirty two voyages to the West Indies. Was elected to the House of Assembly 1956 to represent the District of Bonavista South, and was re-elected by acclamation 1959 to represent his home District of Trinity South.

Captain Strickland was appointed Party Whip at the beginning of his first Session in the House, and he has continued as Whip since that date and P.M. of L.O.A. He is very active as a lay-man in the Salvation Army, and is well known throughout Newfoundland for his work as a Salvationist.



G. I. (Gerry) HILL
District of Labrador South

HILL, G. I. (Gerry).—Born at Wesleyville, Bonavista Bay, February 1st, 1919. Son of Captain Sid & Sophie Hill. Completed Business Course at Prince of Wales College. After further studies at Acadia University in Wolfville went to work with engineering company at Argentia and also worked for some time at Fort Pepperrell. Entered life insurance business in 1943 at the age of 24. Member of the Masonic Lodge, Bally Haly Golf Club and the Laurier Club. Children: One daughter, Gerry. Elected to the House of Assembly March, 1962, representing the District of Labrador South. Residence: 54 Cornwall Avenue, St. John's.



ROBERT W. SHEPHERD
Clerk of the House

SHEPHERD, Robert W.—Clerk of the House of Assembly, Commissioner of the Supreme Court. Born at Rose Blanche, April 11th, 1895, son of Hd. Const. L. and Selina J. Shepherd. Married Margaret Moore. Children: Reginald, Lorne and Harry. Began career as a school teacher and among other schools taught at Bishop's Falls Amalgamated, Bell Island and Bishop Feild College. Was five years Grand President of Church of England Assistant Association, and member of Executive of Newfoundland Teachers' Association, Delegate to Diocesan Synod. Societies: A. F. & A. M., C.E.A.A. Religion: Church of England; Clubs: C.E.I., Kiwanis; Hobbies: Gardening, Fishing, Shooting. Residence: "Glenholme," South River, Conception Bay.



LEMUEL W. JANES
Editor of Debates

JANES, LEMUEL W.—Born at Hant's Harbour, June 29, 1889. Son of Magistrate James W. and Jane Ann (Short) Janes. Educated local Methodist school. Overseas First World War 31st Batt., rank of Sergeant; served in England and France 1916-1918, returned to Vancouver. Moved to Montreal 1922. Started own printing business in 1940's. Published Canadian Editorial Digest until paper shortage compelled suspension. Returned to Nfld. 1951 and supervised installation of printing machinery at Guardian Press. Plant Supt. till it went into voluntary liquidation in 1952. Established and first President Orange and Protestant Children's Home for Quebec; elected Life Member of the Corporation 1951, Rose-

mere, Que. Grand Secretary, Prov. Grand Orange Lodge, Quebec (15 years). Editor and publisher The Newfoundland Quarterly. Appointed Editor of Debates (Hansard), Provincial Government 1957. Editor "Treasury of Nfld. Stories." Member National Geographic Society; Fellow Royal Commonwealth Society; Hon. Life Member Newfoundlanders Association of Montreal; Secretary Nfld. Branch Canadian Authors Association; Member Canadian Historical Society and Member of Council Newfoundland Historical Society, L.O.A. (P.M.) and R.B.P. Married Ethel (Murgatroyd) Janes 1916; one son, Clarence W., Toronto, two grandchildren, Terry and Nancy. United Church. Residence: 11 Campbell Avenue St. John's.

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Graduate of Boston, New York, Columbia, Rutgers and Iowa State Universities, the College of Law of St. Paul and Minneapolis. Diploma in International Affairs, University of Minnesota.

and RALPH WRIGHT, Esq.



They founded ports as monuments
To stand through coming years;
And laid their deep foundations,
In toil and blood and tears.

WE should retrace our steps to emphasize the perils of navigation and very little help in the way of light houses as an aid to avoid the sunken rocks and the shoals. In the very early days the only one was that on the Wadhams. This was followed by **Puffin Island** (see photo here with tourists viewing the scenery) Cabot Island and Little Denier Island.

In the year 1883-84 there are one hundred and twenty reports in the House journals of expenses in connection with shipwreck crews all over Newfoundland. Over three thousand dollars was paid in connection with feeding, and transporting the men home (Assembly 1884). To come nearer home to Greenspond to read of the Brigantine Stella, Knee, Master, paid Union Mining Company for supplies given sixty-three men for their passage from Tilt Cove to Greenspond (Assembly 1879) on July 23, 1880, J & W Stewart, then merchants in Greenspond, and others were paid on account of the crew of the of Harbour Grace, (Ibid 1881) April 15th, 1881, the Brigantine "R.S.C.", of Greenspond, Winsor, master that had been lost earlier with seventy or more as a crew. Payment was made for clothing part of the crew. And the owners of the Steamer Hercules were paid for conveying the crew home (Ibid).

On October 13, 1885, Charles Bragg of Greenspond was paid \$10.80 for dieting (supplying food) nine of the crew of the schooner "Queen" of Cat Harbour. On the same day of that same year Benjamin Cooze of Greenspond was paid \$9.60 for supplying meals to eight of the crew of the schooner G. Morine, A. Kean, master (Ibid 1886). The schooners "**White Star**" and "**Olantha**" were lost at Cat Harbour and Nathaniel Way of Greenspond was paid for supplying food to some of the crew (Ibid).

The Schooner "**E. Morina**", Abraham Kean, master was wrecked and Samuel Kean of Greenspond was paid for providing food to five of the crew (Ibid) meals were cheap or the fare frugal at times for we see

William Winsor of Greenspond was paid two shillings per day for providing meals to nine of the crew of the Schooner "**Augusta**", John Winsor, master.

On October 26, 1885 Messrs Walter Grieve & Co. were paid \$12.00 for the passage of thirty men by their Ship the "S. S. Leopard" (Ibid). In 1893, the schooners "Jane" of Greenspond and "**Young Briton**" of Pools Island were wrecked. For the "Jane", \$36.40 was paid for passage of the men and for the Young Briton \$33.60 was paid for feeding the captain and five men (**Report of John Dunphy, Accountant, Assembly 1894.**)

These losses by shipwrecks—even though some—for example Winsors' Brigantine, R.S.C.—were the result of sealing hazards. When seventy men were left stranded, called for legislative action.

As early as 1882 petition was presented to the assembly through the then Financial Secretary, from William Moss and others. This petition was read, and received in which the petitioners "prayed" for the erection of a light-house on Little Denier Island. This island looks up the bay from Greenspond proper (Ibid 1882).

On February 26th, 1884, Mr. Noonan (member for the bay and merchant at Greenspond) presented a petition from James Oldford and others praying that the lighthouse about to be erected in Bonavista Bay may be placed on Little Denier Island (Assembly 1884). On March 13th, George Perry and others petitioned the House on the subject of a Lighthouse on Little Denier Island (Ibid).

Agitation mounted and Mr. A. B. Morine (the then popular representative) on March 17, 1887 gave notice that he will tomorrow move an address to His Excellency the Governor, asking that a sum of money sufficient to erect a first class Light-house at Little Denier Island be "included in the estimates for the present year" (Ibid 1887).

This Little Denier light problem sets the pattern for Cabot and Puffin Islands which of course were built and in operation some years before. The Little Denier was finished in thirteen weeks in the year 1888 and cost \$1,147.73. The assistant keeper on Cabot was

transferred to take charge of Little Denier. (**Report of J. T. Neville, Supt. of Public Buildings, in his statement to the Assembly.** (Ibid 1890.) Some years later we read of a light on Great Denier Island (**Assembly 1909**).

But of course Cabot Island (formerly known as the Stinking Islands) had its Lighthouse nearly a decade before Denier; for we read:

Light on this island was put in operation on March 1st, last and reports received from — the neighbourhood and masters of vessels are satisfactory as regards the character of the light (**Assembly 1881**).

However, this did not prevent a major disaster on Cabot Island some years later, when on a stormy late fall night the schooner "**Puritan**" was lost with practically all her crew on this same Cabot Island. Only one man by the name of Allen came out of it alive.

The next step necessary to conserve life in transportation on land and sea, was the Spy Glass, the Fog Alarm, etc.

J. T. Neville, Supt. of Lighthouses in his report in his Board of Works Account speaks thus of Cabot Island, being a very dangerous coast that:—

"A good Spy Glass has been supplied. This was very necessary to enable signals to be exchanged with Greenspond as to the chances of landing on the Island."

The dangerous position for transportation around Cabot Island was emphasized even years before the Light-House was erected. Thus Mr. Neville, in his 1878-79 report says:

"No light-house has yet been erected in Newfoundland on so exposed a place—therefore, I recommend iron for the tower" (**Assembly 1879**).

And he reports in 1894-5 on Cabot Island:

"Heavy sea carried away the hoisting gear at the landing place and smashed the winch."

Cabot Island was apparently a pet project for Mr. Neville and in his report for 1881 we read that:

"Austin Oake, was at Cabot Island to see the light at that station put in operation. The important one at Cabot Island having been added to the list during the year."

It is readily apparent that the merchants and trades of Greenspond, were looking farther afield than just Greenspond, to make the coast safe for the all-important shipping. Thus on March 5th, 1884, Mr. Noonon (A then representative for the Bay and with business

interests in Greenspond) presented a petition from John C. Dominey, (at that time very enterprising merchants in Greenspond) and others, inhabitants of Greenspond and other settlements in the District of Bonavista on the subject of a light-house on the "Penguin Islands" (Proceedings of the House of Assembly 1884).

The Penguin Islands were far beyond the real jurisdiction of the Greenspond people as a local proposition; but fishing and trading schooners encountered the Penguins going and coming for the French Shore and Labrador. The Penguins are on that part of the coast between Cape Freels and Seldom-Come-Bye.

Soon fog alarms apparently became vital in navigation for M. Naplin (a Bay Representative) on June 13th, 1901 presented a petition to the Assembly from residents of Greenspond "**on the subject of a fog alarm.**"

"**The Greenspond Saga**", over the years, has been benefited by the older contributions of Mr. Sylvester Meadus, Sr. Mr. Meadus, passed away, at a ripe age, on March 17th. It is right and proper that I should insert here what Ralph has to say on this:—

"I miss some of our old people who have passed on since you started the "Saga." Mr. Meadus Sr., was a great help at times. He passed away at the age of 84. He was always very much interested in your article and in helping out with any information he could give."

I immediately wrote Ralph in Greenspond on Mr. Meadus. On May 30th, Ralph wrote:

"Re. Sylvester Meadus, Sr. He was the son of Edwin Meadus. During his lifetime he was active in societies and was up to the Red Cross, in the Orange Lodge. He was an active member of the United Church and associated with various boards of the Church. He was in the F.P.U. (Fishermen's Protective Union).

"He carried on a business of his own for a few years, was also a sailor at one time with Captain Sandy Carter in the coastal trade."

P.S.—"Quite a bit of favourable comment on your article in the Last Quarterly."

I should certainly remind the Greenspond people about the two representatives on the Municipal Council in St. John's, whose forebearers, partly, or in whole, were Greenspond people. I wish here to congratulate Walter Carter (son of the late Ethelred Carter) on his election to the St. John's Municipal Council.

Lighthouse on Puffin Island



ADDENDA

In the picture on page 33 we see a group of students of the Church of England Day School outside the front door of the school many years ago. The Author of the "Greenspond Saga" is among the group as well as one of his brothers. In the very back is one of my older sisters then the assistant teacher in this school. She is standing without her hat. Also among the group is my youngest sister—Louise—at present a Lawyer and an Election Commissioner at St. John's.

The poem produced below is very appropriate for the old schools at Greenspond and elsewhere that, with the passage of time, and changed conditions, are now passing off the scene.

This poem originally appeared in **Volume one** (February 1888) of a student publication called, "**The Owl**" and produced for, and by the students of the **College**

of Ottawa," Canada at that time (namely 1888). The composer is C. C. Delaney of the Class of 1890 of this college. Let us take extracts from this poem which certainly fits into the Greater Greenspond scene at the very time he wrote his poem:—

There it stands, the country school-house,
As it stood in bygone days;
Still a source of admiration
And the theme of rural days.

Could the stranger's eye mistake it,
As he wanders down the road,
And not recognize the building
There, as Learning's rude abode?

There's no structure half so homely
In the country to be seen,
As in this, with blindless windows
And a gaping door between.

Every cottage by the wayside
Boasts a fence or ruined wall;
This alone has no enclosure,
Being the free domain of all.

Like the fathers of the hamlet,
On whom age begins to tell,
This most humble shrine of learning
Feels the hand of Time as well.

Still erect its walls are standing,
And its timber still is sound,
Save a few rain-rotted shingles
Which lie scattered on the ground.

How familiar looks the play ground!
But the grass is almost gone,
Like the merry band of scholars
That have vanished one by one . . .

As of old, the winter's firewood
Finds a place behind the stairs;
Still upon the hill are scattered
Legs and backs of broken chairs.

Mostly all the ancient benches
Are replaced by new ones now;
And the wrinkled, careworn master
By a youth with smoother brow.

Though its walls have since been whitewashed,
On them still the traces last
Of the names and hieroglyphics
Carved by students in the past.

Round the school-room fondly cluster
Mem'ries which each mark recalls;
Visions of the youthful pleasures
Found within its hallowed walls.

How this rudely fashioned structure
Has long served its purpose well,
Could the son of many a trader,
At the "helm of state" now tell.

Still, it serves to fill fancy
With the pleasant days gone by;
Though we leave its sacred precincts,
Yet we do so with a sigh.

C. C. DELANEY, '90.

This poem will certainly be cherished by those who have gone out from Greenspond, and who were students in the Methodist, Salvation Army and Church of England Schools at Greenspond, in other days.
(To be continued)

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The School-Master

By R. W. S.

He used to sit upon a dias behind a well worn desk,
His spectacles atop his nose, his quill behind his ear,
His trousers worn quite shiny, his morning coat thread bare,
And his forehead deeply furrowed, worn with care.

I see him still in memory seated on that backless chair,
I yet can feel the menace his birches had for me.
In memory I recall him rub his fingers through his hair
As he hammered in our heads the rule of three.

I see the roughened benches and the dingy smoke tanned walls,
I see the worn abacus though we didn't call it that.
And on a corner shelf there stood, awaiting daily calls
That hated badge of Dullards, the cone shaped dunce's hat.

How many weary hours have I stood upon a stool
With slate held up by weary arms above my drooping head.
The evening sun a shining through the windows of the school
Adding misery to my longing to be at the swimming shed.

Then the sudden rush for freedom as our slates we put away,
The shouts and whoops and horseplay, dashing down the vil-
lage road.

Not a thought for all the heartaches we had caused throughout
the day,

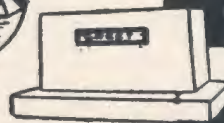
Nor the shame our callous attitude had added to his load.

There's nothing left to mark the spot except a pile of stone,
A moss grown bit of marble marks the master's resting place.
The poignant memories of the past makes me very much alone
As I think I see before me his kindly smiling face.

If after I have left here, some small memory I shall rate
And if I join him o'er the bourne and see him face to face,
I'll thank him for those lessons, not in book or on the slate,
That made me be an also ran in Life's stupendous race.

"MARK EVERY PLOT"

*Through
countless
generations*



WITH
MARBLE
THE SACRED
MEMORY
STONE

Carved
and Lettered
by

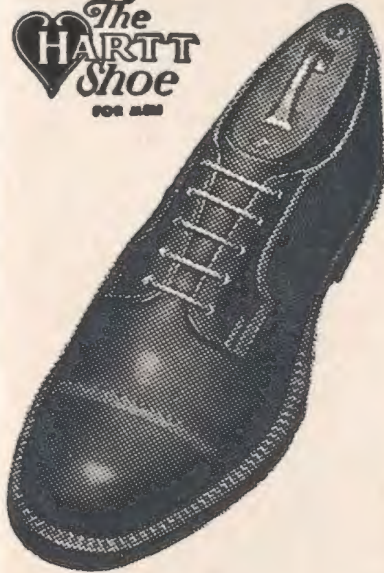
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Summer Storm

By LEON SCOTT PARSONS

Here, where the sun-kissed sounds of
summer hauntingly whisper.
To the golden flute of the silently mystic
noon,
We have swam in the stream of the
passing hours
Which end so soon.

Above, in a golden cloudless summer sky,
Fly, on eagle wings of superlative speed
Singing birds, while the soft breeze ever
whispers an age-old creed.

Up from the murmuring brook that
winds through the shade
Like a silver ribbon entwined in a sea-
maid's hair,
Stretch the waves of rolling grass, un-
shaken
In the silent air.

Pillars of clouds scud cross the darken-
ing sky,
Strangely black from the smouldering
furnace of death.
And there in the summer sky's night-
mare depths
The torrent is met.

For soon will the skies, now covered in
dark, open
And unleash the weapons of nature's
violent war
And the sheetlike rain pour down the
unceasing
Fury of Thor.

Trust

By A. R. BRAZILL

Our trust shall build no boundary wall
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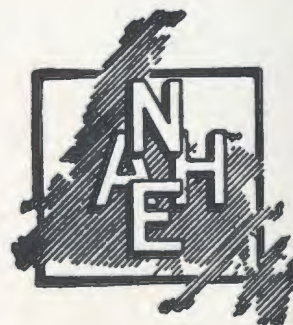
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